

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW-1089)
DISADVANTAGED BUSINESS ENTERPRISE GOAL METHODOLOGY
FOR FISCAL YEARS 2021,2022, and 2023

SUMMARY

Pursuant to the U.S. Department of Transportation (DOT) rules and regulations provided in 49 CFR Part 26 (DBE Regulations), the triennial goal for fiscal years 2021-2023 for the Department of Transportation and Public Works (DTPW-1089) overall Disadvantaged Business Enterprise (DBE) program, has been set at **17%** for the ensuing triennial period. DTPW wishes to achieve this goal through race-neutral means. DTPW commits that it will regularly monitor its progress in achieving the overall goal over the triennial period and will adjust its measures as necessary.

I. LOCAL MARKET AREA

In developing the FY2021-2023 DBE goal, DTPW narrowly tailored its program to Miami-Dade County- its local market area.

Since DTPW is actively moving forward with its Strategic Miami Area Rapid Transit (SMART) Plan, which is a bold capital improvement and infrastructure program of transit projects approved by the Board of County Commissioners. The SMART Plan's objective targets is to significantly improve transportation mobility and provide a world-class transit system to the Miami residents and travelers. It is expected that the Miami-Dade community will experience tremendous economic growth based on the plan's corridors.

The corridors identified include:

- **South Corridor:** Experiencing the fastest population growth in Miami-Dade County. (Pending award)
- **North Corridor:** Key regional mobility linkage for access to jobs, the HardRock Stadium, and educational facilities.
- **Northeast Corridor:** High transit demand and part of a critical regional corridor stretching to Palm Beach County.
- **East-West Corridor:** Heaviest commuter travel for international, state and local businesses.
- **Beach Corridor:** Highest tourist demand in region with major employment centers.
- **Kendall Corridor:** One of the most congested arterial roadways with the highest demand.

DTPW has received and will continue to seek federal funding to assist in the design and buildout of the proposed corridors.

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II. STEP ONE: ESTABLISHMENT OF AVAILABILITY ESTIMATE FOR A BASE FIGURE

Pursuant to 49 CFR 26.45(c) (1), in determining the Relative Base Figure, DTPW examined the “weighted method” using the North American Industrial Classification (NAIC) codes, which represent the work most likely sublabel portions of DTPW projects for FFY21-23. In examining the total number of DBE firms within the primary market respective NAICS codes obtained from Florida’s Unified Certification Program (UCP)- who are deemed ready, willing and able, and able to work, and divided the total number of DBE firms by the total number of certified firms that are available statewide that provide services under the same NAICS codes. As a result, the **Relative Base Figure** for DTPW is **13%**.

$$\text{Relative Base Figure: } 3,844 \div 28,965 = 0.132711894$$

III. STEP TWO: ADJUSTMENT OF BASE FIGURE

To adjust the Base Figure in Step One, DTPW considered the current capacity of DBEs to perform work in its DOT-assisted contracting program, as measured by the volume of work DBEs performed in recent years, which is illustrated in the following:

PAST DBE PARTICIPATION

FISCAL YEAR	TOTAL DBE CONTRACTS	TOTAL ASSISTED CONTRACTS	FTA-ACTUAL DBE PARTICIPATION
2014	\$3,640,037	\$8,345,328	44%
2015	\$8,017,630	\$8,407,748	95%
2016	\$380,000	\$1,570,024	24%
2017	\$1,000,000	\$3,833,396	26%
2018	\$5,287,827.00	\$6,865,700.00	77%
2019	\$154,000	\$1,725,934	9%
2020	\$1,807,744	\$7,140,910	25%
Actual Median Past Participation			21%

ARRIVING AT THE MEDIAN PAST PARTICIPATION

DTPW arrived at the median by arranging the percentages of past participation above from low to high, as follows: 9%, 24%, 25%, 26%, 44%, 77% and 95% and excluded the three highest outliers 44%, 77%, and 95%. The median of the remaining numbers is 21%.

$$9\%, 24\%, 25\%, 26\% = \text{Median is } 21\%$$

Note: The overwhelmingly high levels of DBE participation for fiscal years 2014, 2015 and 2018 were due to a number of unbundled ARRA projects and/or traditional competitive contracts awarded to DBEs as primes.

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ADJUSTING STEP ONE BASE FIGURE:

After establishing the relative base figure of DBE availability in step 1, DTPW considered the median past participation from the previous seven years to determine what adjustment, if any, is needed to establish an overall goal.

In adjusting the step 1 relative base figure, DTPW added the Step 1 relative base figure to the median and divided their sum by two (2). As illustrated in the calculation below, the adjusted base resulted in an **overall goal** of:

$$\frac{13\% + 21\%}{2} = 17\%$$

Taking into consideration the past participation and solicitations slated for award, the adjusted base of 14% represents the trending participation of DBE's who are actively competing and are awarded contracts under its race-neutral program.

Based on the Department's proposed budget allocation for projects assigned federal funding for this triennial period, DTPW expects to expend approximately **\$28,996,284.92** with its DBEs. These are projects that currently have programmed federal funds already assigned and are pending and/or award status.

	Project Name	Project cost	FTA Funding
1	Metro Mover Rejuvenation Project CIP249-DB	\$ 132,964,264.00	\$ 39,648,000.00
2	Metro Mover CEI	\$ 7,380,954.00	\$ 2,352,000.00
3	South Dade Corridor - CIP155 CEI	\$ 21,185,737.84	\$ 5,964,899.90
4	South Corridor DB	\$ 368,233,493.42	\$ 99,000,000.00
5	Mainline Video Phase 2	\$ 5,409,222.00	\$ 4,319,482.00
6	Metrorail Fiber Optic Cable Replacement		\$ 4,150,000.00
7	Special Transportation Services-STS-Capital Cost for Contracting		\$ 10,500,000.00
8	VanPool		\$ 4,632,000.00
	Totals	\$ 535,173,671.26	\$ 170,566,381.90
	Estimated to expend with DBE's FFY21-23:	DBE's @ 17%	\$ 28,996,284.92

DTPW's Commitment

DTPW will continue with its maximum its best efforts in reaching out to those leading firms who are *recurring* prime contractors to ensure that contracting opportunities are fully promoted and

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extended to DBEs in the area, prior to considering any race-conscious measures.

Therefore, the Department will continue to practice a combination of race-neutral strategies to maintain and increase DBE participation by:

1. Encouraging the use of DBEs who are ready, willing and able to perform as prime contractors.
2. Ensuring that competitive solicitations are structured in such a manner as to facilitate participation by all DBEs and small minority firms where possible.
3. Ensuring that DBEs on our mailing list and DBE directory listing are offered advanced notice of upcoming projects, and are extended an invitation to attend pre-bid conferences to encourage participation. The Department also ensured the same information was available on its web portal: <http://www.miamidade.gov/transit/>.
4. Engaging DBEs and small businesses in one-on-one technical assistance meetings in areas of concern where DBEs were underutilized; particularly, in areas of marketing and architectural & engineering expertise.
5. Relaunch the quarterly “DBE Roundtable Meetings and Training Sessions”. Quarterly roundtable meetings are designed to address industry barriers that prohibit DBEs and many others attempting to participate in federally funded projects.
6. Partnering with Miami-Dade Aviation and Small Business Development in their monthly Small Business Outreach meetings. DTPW provides information on: Present and future contracting opportunities with DTPW, How to Prepare Your Business for a Better Day, and Engaging in Healthy Competition.
7. Unbundling of contracts where and when possible. The Department remains committed to unbundling contracts; particularly, where opportunities lie for DBEs and Small Businesses to participate.
8. Encouraging primes (Construction and A/E) to utilize DBEs and other small business concerns for opportunities in their field of expertise through race-neutral means.

IV. PUBLICATION

DTPW recognizes the importance of public participation in the establishment of the DBE goal. The DBE goal was made available for inspection on DTPW’s website, and this final methodology shall remain intact for duration of the triennial period.

Should you have any questions, please feel free to contact our office directly at (786) 469-5405.